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PRIVATE RESIDENTS AT THE  
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with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
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Hongkong, 3rd October, 1906. a1046

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3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
NIGHT CARS.  
6.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
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Hongkong, 6th March, 1907. a188

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CALIBRE 7.63 mm.  
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FIRING 10 SHOTS in 2 SECONDS.  
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Hongkong, 15th March, 1907. a575

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*A fac simile of the NEW LABEL appears on page 5.*

**A. S. WATSON & CO.,  
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Hongkong, 1st July, 1907.

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Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 4TH, 1907.

EVEN excitable people have now been enabled to realize that there is no anti-dynastic rebellion disturbing the Chinese empire; and it is safe to say that there is no likelihood of such an interesting event for some time to come. On the other hand, this absence of active hostility to the reigning power does not indicate a state of general loyalty. Probably never in the long history of the Empire was the Throne at Peking regarded with less respect. The great light introduced by the missionaries and spread by the press, the return of the Chinese student and his airing of his foreign smartness, the ghost of democracy that has most undoubtedly been walking, these and other things have had their inevitable effect, and even plain John Chinaman has learned to emulate the enlightened wits of the great centres of civilization, and to, so to speak, refer idiosyncratically to the equator. It is only an imaginary line—and perhaps, he doubtless reflects, the connection between the great ones at Peking and the greater ones in spiritland is just as thin. Besides, he has the example of those in high places, Viceroy Shum, peremptorily ordered to proceed forthwith to the Far West, never went. Later, ordered to hasten to Canton, where his great loyalty and splendid personal attainments made his early presence indispensable in a crisis, he didn't hurry; and he has not yet started. Does not his

astute head still rest securely on his shoulders? Then there is Viceroy Chou Fu, ordered to hold fast the seals of office until Shum should arrive to take them. Knowing Shum and his ways, if Chou were anxious to get away, this must have seemed to him equivalent to an order to hold the fort till the dawn of the Greek kalends. Anyhow, having made preparations for his departure, H.E. Chou persists, and after a little of that persistence and insistence, gets leave to go, turning over the administration to acting officials. This sort of passive resistance to Peking commands, however peremptory their terms, seems to be quite effectual; and is bound to have some influence on the minds of the proletariat. A great show is made of abolishing the opium habit. Rewards are promised, and the most severe penalties threatened, and even then the Ethics have to be repeated more than once with augmented promises and warnings. Finally, shops are closed, but the drug is openly retained for consumption "off the premises," and John Chinaman's opinion of the weight of the words that come from the capital goes down a few more points. By and by, doubtless, all this will lead to something; but at present it promises to preserve the existing state of things. What wise man could wish for a more easy-going government? It talks very big, and makes a brave show, and yet all men go their own way just the same. Why should John Chinaman wish to change? At present he does not seem to worry about it, either in the north or in the south. The only discontent worth mentioning is that among the Canton cavalrymen, who complain of the unreasonableness of mobilization just when they had let all their horses out on hire for agricultural purposes.

The plague total including two cases yesterday, is now 134.

The Hongkong Agency of the Nederlandisch Indische Handelbank (Netherlands India Commercial Bank) is in receipt of telegraphic advice from home that the Bank has declared a dividend of 8.7 per cent. for the year ending 31st December, 1907.

Viceroy Tzen Chia-hsien has memorialized the Throne by wire that Viceroys and Governors of provinces shall be ordered to inspect the districts of their respective provinces twice a year and report upon the actual condition of local officials and of the people to the Government Council.

A Shanghai paper announces that the cruisers *Naniwa*, and *Akitsushima*, arrived at Taihoku, Formosa, on June 21st. There must have been a very big tidal wave. The officers, far from being concerned at their high and dry situation, are making arrangements to attack a village inhabited by hostile aborigines."

To-day being July 4th, an American holiday, the American Consulate General will be closed to business. Mr. Wilder will receive friends at the offices in Pedder Street between the hours of eleven and one o'clock. Mr. A. E. Owen will be "at home" at the Kowloon Hotel from 5 to 7 this evening and will be assisted by Mr. J. W. Osborne. After dinner there will be music and other amusements.

There was a large attendance in the dining room of the Peak Hotel last night when Mr. Le Souef, Director of the Melbourne Zoological Gardens, discoursed on "Wild Life in Australia." He dealt particularly with the peculiar fauna of the island continent and dwelt at considerable length on its scenic beauties. On the call of Sir Henry B. Buckley, who presided, a hearty vote of thanks was awarded Mr. Souef for his interesting lecture. The lanternist was Mr. J. L. McPherson.

Lord Granville Gordon died on board of the German mail steamer *Prinz Ludwig*, just arrived from Europe. The death took place in the Red Sea, where abnormal heat has been experienced. The remains were taken to Colombo and there buried. Lady Granville Gordon was among the passengers by the steamer. His Lordship was born in 1856, and would have completed his fifty first year a few days since. He was the sixth son of the 11th and heir presumptive to the 11th Marquess of Huntly. He was married to Charlotte D'Olier, daughter of Mr. Henry Bos, who died seven years ago. Among Lord Granville's publications are the *Eccles of To-day*, 1867; *Warmed Off*, 1883; and *Nooks*, 1889. His Lordship was a member of the Church of England.

In the June number of the *World's Work* makes the interesting suggestion that, at the time of the meeting of the second Peace Conference at the Hague, and as a fitting memorial of the reign of a great peacemaker, a medal to be known as the Edward Cross should be founded, to be given to men and women of all nations who, by a single act or a continuous course of conduct, forward the general peace of the world. In making this suggestion our contemporary has in mind the incentive and encouragement which a well-bestowed decoration carries with it, even though it be no survival of an historic order, but merely a badge of distinction for public service well done. The mere institution of such a decoration, it argues, would be a message of supreme merit to mankind in general, and would carry the word and spirit of peace to the outermost nations.

H. E. Chou Fu, who has been staying at Connaught House Hotel, made several calls yesterday. He leaves Hongkong to-day.

A soldier, a member of the B.E., had a sunstroke yesterday and had to be removed from Kowloon to the hospital.

It is reported in mandarin circles that the Chinese Ministry of Finance has decided to make a trial of the gold standard, which is to go into effect about the end of 1908.

Captain Von Koenig, though not quite so prominent a public personage as formerly, is still cherished in the memory of his countrymen. He is going through his sentence at the prison of Togol, where he is described as a model of all that a prisoner ought to be. He has some influence on the minds of the proletariat. A great show is made of abolishing the opium habit. Rewards are promised, and the most severe penalties threatened, and even then the Ethics have to be repeated more than once with augmented promises and warnings. Finally, shops are closed, but the drug is openly retained for consumption "off the premises," and John Chinaman's reputation may be relied upon to attract custom.

Mr. H. Forrester writes to a Shanghai contemporary:—"The police have charged my servant with public gambling on my premises, 17 Park Lane, and the Court fined him one dollar, a nominal, but nevertheless, an unjust fine. Public gambling has never taken place on my premises and, I hope, never will. On the other hand if my one servant, who lives on my premises with his wife and child, and who works from 5.30 a.m. to 9 p.m. can find time for a quiet game of dices or 'rice-bird' with two or three of his friends or acquaintances, even though they choose to be my neighbours' servants, and if they choose to have a small stake (gamble) on the game they certainly have my permission to do so unless the authorities declare same illegal and enforce the law alike in club and private dwelling. My servant does a man's work, is honest and reliable, and I try to treat him like a man and not like a slave. Unfortunately he can neither read nor write, but that is not his fault, as books can have no attraction for him and he consequently is reduced to dominoes when he wants healthy indoor recreation."

## SUPREME COURT.

Wednesday, July 3rd.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUSING JUDGE).

## A DISPUTED CONTRACT.

Action was brought by F. K. Tata merchant of 4, Queen's Buildings, against the Kwong Wo Cheong firm and another to recover \$305.32 being the amount of damages suffered by the plaintiff in consequence of the breach by the defendants of a contract dated April 3rd.

Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the plaintiff, and Mr. Holborow (of Messrs. Deacon, Looker and Deacon) for the defendant.

Mr. Goldring said the plaintiff was a merchant who dealt particularly in molasses, and on April 3rd he entered into a contract with the defendant for the sale of 374 cases. The terms of the contract were that delivery was to be taken by April 30th, when the price was to be paid. On May 2nd delivery was not taken, and a letter was written to the defendants calling upon them to take delivery within seven days. On May 8th, as the goods were still on plaintiff's hands, notice was given to defendant's solicitor that the goods would be sold by auction. Delivery not being taken then, the goods were sold by auction, the result being the loss shown in the writ of summons. Mr. Goldring submitted that in the absence of any special defence being raised, the defendant's solicitor was not entitled to raise one now.

His Lordship—What sort of special defence can you possibly conceive?

Mr. Goldring—I don't know what there is.

His Lordship—He can say there is no contract.

Mr. Goldring—He admits the contract.

Mr. Holborow—This action is for damages for breach of a contract which I say we have not broken.

After hearing the evidence of the plaintiff, his Lordship intimated that he would like to hear Mr. Holborow.

Mr. Holborow said he based his defence entirely on the contract under which the only right the vendor had was a lien on the goods. His only right was to retain the goods against the price and to sue, and on getting judgment he would be able to realize on the goods. This is not a case of loss, because the molasses were hard.

His Lordship—I don't know. I see there is a good round sum for leakage.

Mr. Holborow—for which my clients had to suffer. The plaintiff had no right to sell the goods, even if they had deteriorated.

His Lordship was of the opinion that the plaintiff must succeed in this case, as there was no undue pressure or hurry. He gave the defendant quite a reasonable time considering the quality of the goods. Judgment would therefore be for plaintiff with costs.

## LATEST STEAMER MOVEMENTS.

The Ben Line str. *Bencoolen* from Antwerp and London left Singapore on 3rd July for this port.

The H.A.L. str. *Arabia* left Singapore on 2nd July p.m., and may be expected here on 8th July a.m.

## TELEGRAFS.

[DAILY PRESS EXCLUSIVE SERVICE.]

## AMERICA AND JAPAN.

TOKYO, July 3rd.

Baron Aoki granted an interview to the representative of an American newspaper in which he stated that he would possibly abandon his San Francisco trip. He was of the opinion that the signs at present did not justify any feelings of alarm, and he expressed the conviction that the Japanese claims would be settled in the local courts.

[REUTER'S SERVICE.]

## THE JAPANESE CRUISERS IN EUROPE.

LONDON, July 1st.

The Japanese cruisers *Teukuba* and *Chitose* have left Kiel for Plymouth.

## THE SEAL FISHERIES.

LONDON, July 1st.

A United States Revenue Cutter has captured 25 Japanese seal poachers on St. Paul Island, Pribilof.

## KOREA AND THE HAGUE CONFERENCE.

LONDON, July 1st.

A deputation from Korea has arrived at the Hague to protest against the non-invitation of Korea to the Conference; but the chief object of the deputation is to appeal to the Conference for protection from Japan, who, the deputation assert, has broken her pledge to preserve the independence of Korea. M. Neldoff has refused to receive the deputation.

## THE DUTY ON TEA.

LONDON, July 1st.

In the House of Commons, Mr. H. Nield moved that the duty for an *ad valorem* duty on tea, of 50 per cent, but not to exceed 5d. per lb. The motion was rejected by 212 to 18. Mr. Bridgeman moved a resolution for a reduction of the duty to 4d. Mr. Asquith said that no one was more desirous than he to reduce indirect taxation, but the Sugar tax pressed heavier than the tax on tea, and when the financial situation permitted it sugar had the first claim. Mr. Bridgeman's motion was rejected by 195 to 136.

## THE SIBERIAN ROUTE.

IMPORTANT IMPROVEMENT FOR FOREIGNERS' CONVENIENCE.

The Russian journal *Dalyokaya Okraina* (according to a translation in the *Japan Advertiser*) reports that the following telegram has been sent to St. Petersburg by the Superintendent of the Siberian, Moscow-Koursk, etc., railway:

"The passengers of the expresses which are in direct communication with the ports of Japan, Shanghai, and the stations of the Chinese Eastern Railway to the West as far as the stations which lie beyond Irkutsk, on changing at Irkutsk do not receive from our staffs the berths belonging to them in the Siberian train, and are themselves obliged to search for their places, or if they have families with them, to take places in different compartments. With a view to the elimination of these inconveniences, especially in the case of changing for foreigners who do not understand Russian and for the guarantee to the passengers of the places belonging to them the following arrangement is made: The train superintendent will telegraph from Kharbin to the Station-master at Irkutsk the number of berths engaged, upper, lower, for ladies, for non-smokers, according to class. One copy is sent to the office of the International Sleeping Car Company, and another remains with the train superintendent. A similar telegram is further transmitted from Manchuria station concerning the passengers who are travelling on the Kharbin-Manchuria section. On arrival of the train at Irkutsk, the train superintendent transfers the passengers to suitable berths in the connecting train." In all probability this arrangement will be adopted also for passengers bound for the East.

## DISSATISFIED.

A Chinaman, charged with the murder of a compatriot at West Point were committed for trial.

Arising out of this case, Police Sergeant Gordon, Jamadar Golade Khan and Sergeant Bagu Khan were prosecuted on a charge of having assaulted the prisoners when in the charge room. Evidence was called, and the case adjourned.

## DESTITUTE.

The quartermaster of the a/c. "Taming" was found destitute and was sent to the House of Detention pending the return of the steamer. It appears that he was given leave to go ashore by the chief officer, and when he returned late the captain told him that as he had gone ashore without leave he had better stay on shore. The man had then to return ashore where he was found by the police.

## PASSING OF THE MEERSCHAUM.

German tobacco trade papers say that the meerschaum trade in the Fatherland is doomed. The industry seems to be facing a desperate situation, and the manufacturers of meerschaum pipes, cigar-holders, etc., will have to go out of business or into some other line. They are unable to secure anything like an adequate supply of raw material, and for the trifling quantities they can secure must pay a greatly increased price.

In the last three years the pieces of raw meerschaum have about doubled, and at the same time America and England have secured control of practically all the meerschaum till to be had. Recently a small shipment has been received in Germany from Asia Minor—the first for some time. An advance of about 30 per cent. in price followed immediately.

## POLICE COURT.

Wednesday, July 3rd.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

## A VIOLENT PRISONER.

A chair coolie employed on the Peak was charged with being in possession of a quantity of opium floss and also with assaulting a constable in the execution of his duty. When arrested he said he had a certificate for the opium at his house and the constable went with him. Near the house, however, defendant bit the policeman's arm and attacked him. The other coolies then came out and set upon him. The master arrived on the scene and the coolie was left with him while the constable went for Inspector Collett. On the latter's arrival he was told that the defendant had escaped but he was arrested later. Fined \$20 on the first charge, and \$10 on the second.

## EUROPEAN WOMAN CHARGED WITH CARRYING A REVOLVER.

The hearing of the charge of being in possession of a revolver without a permit against Mrs. Amy Gillan, residing at 3, Duddell Street, was continued.

Chief Detective Inspector Hanson, who prosecuted, asked if his Worship would proceed with that case first, as there was another charge against her.

His Worship—I think she pleads guilty to that. You had no license for it?

D. defendant—It does not belong to me. I told the police I had the revolver which belongs to my husband.

Inspector Hanson—It was found in her possession. She says that it is her husband's.

His Worship—You are also charged with behaving in a disorderly manner calculated to provoke a breach of the peace.

Evidence was then called.

Chan Kwai said he was a boy in the Carlton House and looked after the room which defendant occupied. On the 18th of January, about 8 a.m., the defendant rang the bell. When he went up to her room she told him he was intruding and going to the bed, picked up

EXCITING TRIP OF THE STEAMER  
"MAORI KING."

## CHINESE AND RUSSIANS AT WAR.

Our readers will doubtless remember the British steamer *Maori King*, Captain Duncan that had such exciting times in the ports of Vladivostock, Odessa and Singapore and which culminated in several cases in H. B. M.'s Supreme and Police Court at Shanghai some time ago. The vessel afterwards loaded a large number of Russian and Chinese labourers for Mexico and during the voyage across the Pacific the officers had their hands full in keeping peace between the two races. The following account has reached the *Shanghai Mercury*, written by an eye witness on board the ship:

S.S. *Maori King*, Guaymas,  
Mexico, 26th May, 1907.

We arrived here on the 14th instant, and after the ten days' quarantine, have landed all the Russian and Chinese emigrants.

On our way across and when just about sighted the Californian coast, a serious fight occurred between the Russians and Chinese, through a Russian fighting Chinaman who insisted on going up on the forecastle head. The Chinaman in coming down, lost his hold on the rail and was seriously hurt. A cry of "Fight and fight" was raised by the Chinese and in less than five minutes, the decks were swarming with Chinese armed with bayonet pikes, cutlass lars, bamboo poles, clubs, angle irons from the hatchets, rails, etc. The fight took place about 1 p.m. when all the officers and saloon passengers were having dinner. The Chinese rushed to the forecastle, dropped the hatch cover on No. 1 hold and bombarded the Russians below with bombs of coal and pieces of wood and iron. The forecastle head appeared to be a mass of swinging clubs, arms and heads and with the green shirts of the Russians you would imagine a Donnybrook Fair in progress.

As soon as the officers were aware of the fight, they endeavoured to prevent the Chinese from entering the afterdecks and from joining their comrades on the forward decks. The Russians on the forecastle head were waving their hands to show they were not fighting, and the Chinese contractors and foremen were amongst their countrymen trying in vain to control them. The Captain joined them in their efforts to pacify them, while the officers off watch stayed on the bridge deck waiting for further developments. During a lull in the fighting, the Chief Engineer succeeded in bringing the wife and daughter (about 12 years of age) of one of the Russians (the only womenfolk on the ship) to the wheelhouse for safety.

The doctor's assistant fired a revolver in the expected the Chinese to run the bridge, but luckily, very few of them heard the shot and they gradually stopped fighting. Strange to relate only eight Russians and six Chinese were more or less wounded, and a few others with bruises which did not need the doctor's attention.

We had about 850 Chinese and about 250 Russians on board. The only reason I think nobody was killed was because the Chinese, although better armed than the Russians were afraid to go down the No. 1 hold, and the Russians were afraid to come out of No. 1 hold.

The caterer (for the labourers) and assistants were in mortal fear of their lives, and most of them stowed themselves away in the bunkers and other places of safety.

It was not till 3 p.m. that we were able to feel sure of our lives, as, although the actual fighting did not last over half an hour, the Chinese seemed bent on revenge. In the evening the saloon passengers, consisting of the doctor, Russian foreman, caterer, etc., drew up a petition signed by all Russians asking the Captain to put into the nearest port for an armed guard.

The Captain, after consultation with his officers, and seeing that we were without firearms, decided to put into San Diego, the nearest port of assistance. We there secured the services of twenty men mostly navy reserves under Lieutenant Stewart, and continued our journey to Guaymas.

At Guaymas we were quarantined for ten days, but after five days in port, matters became so serious one night, that we had to call for assistance, and eleven sailors under an officer from the Mexican gunboat *Democrito* were placed on board besides the guards from San Diego.

The Chinese wanted to go ashore and wanted a new contract as well. After eight days' quarantine, half of the Russians were landed for fumigation, and the day after the remaining Russians and about 300 Chinese were landed, and the following day the remaining Chinese with the exception of the sick ones were all landed. When the Chinese were all landed, the officers and engineers were at liberty to go ashore, and the guards were allowed to stay in an hotel till their claims were paid.

We went ashore the same day as the guards, and went for a car ride with them and dined at the same hotel, and visited the Plaza and the railway depot and some of the stores. The Hotel prices are very moderate, but the prices of some things in the market takes your breath away. Fancy one dollar for a water melon or five cents for two tins apricots or fifty cents for a small basket of strawberries which you can get in Shanghai for ten cents.

We saw on the following day a bull fight, and listened to the band on the plaza and enjoyed ice cream there after dinner. San Diego and other American papers published exaggerated accounts of the riot on board.

GYROSCOPE RAILWAY  
CHALLENGE.

Mr. Louis Brennan, the inventor of the gyroscopic railway, a model of which was exhibited recently at the meeting of the Royal Society, having been challenged in Germany on the questions of originality and utility, has sent an interesting reply to the editor of the "Lokomotiv" of Berlin. In the course of it he says:

"I am informed that in a recent article you dispute the originality of my gyroscopic railway, and assert that the invention was made and patented in 1903 by Herr Schlick, a Hamburg engineer, who made practical use of it for ships. Very good! I made and patented my invention in 1903, two years earlier. How about the originality if the inventions are the same? But they are not!"

Mr. Brennan proceeds to quote from a statement made in an interview with a journalist in which he emphasised the fact that the two inventions are essentially different. Dr. Schlick's is intended to deal with a stable body and required to be controlled by hand while his (Mr. Brennan's) deals with an unstable body and is automatic.

He adds in conclusion:—"I have obtained the widest possible patents in every country to which I have applied, twelve in number, including Germany, except Russia and Austria, where they are still pending, and no question as to the originality of the invention has been raised by any of them."

## THE CAMPHOR TRADE.

## DECLINE IN THE MARKET.

Since the beginning of this year, says the *Osaka Asahi*, the camphor markets in Europe have shown an extraordinary activity. Many of the traders in London, having already received wires in March that the Japan Camphor Monopoly Bureau was to raise the selling price of crude camphor after June 1st, came to expect a big advance and bought a large quantity on speculation, which sent up the price of refined camphor so high as Y23 per 100 lbs. for 1 oz. tablets.

Consequently, Osaka dealers, being in doubt as to what extent the market would have to advance, began to refuse to sell their holdings, and many started to speculate by buying whatever quantity was offered in the market. Since June 1st the Monopoly Bureau, as was generally expected, raised Y41 per picul over the former price of Y18, and made the selling price Y159. Contrary to the expectation, however, the market rapidly declined, and a few days ago it went down to Y185 which was the lowest price of this year, and the price was maintained at Y185 with difficulty.

The reason for the market rushing down suddenly to the extent of Y40 per 100 lbs. in such a short time is reported to be due to the fact that the South China camphor dealers in America since last year made more profit, and consequently made efforts to increase the output, the total export in the past year amounting to \$40,000. Not only this, Mr. Naoya Akizawa's refinery and several Chinese refineries in the interior are trying their utmost to increase the output of their refineries. At the same time the Formosa Government are paying more attention to the purchase of the crude camphor and are encouraging manufacturers to produce more, while the Home Government is also taking the same steps. It is generally believed that in the near future the supply of camphor will be much increased.

Under these circumstances those speculators in London were all compelled to sell their goods at a loss. Mr. Lander, a merchant in this line, is said to be on the verge of bankruptcy. At present, the goods are overstocked in Europe, Bombay, Singapore and Calcutta so that there is no prospect of recovery for some time. However, small orders are coming from Australia, which is the only source breaking the silence of the market. With regard to Japanese refineries, as they have almost booked all orders for this year they are not particularly anxious about the present decline, expecting that the market abroad will revive while they are executing their orders. Many firms who bought at the highest rates on speculation for Europe and India, &c., are *batting* bottom or watching awaiting revival.

## THE CHARGES AGAINST SIR G. ARBUATHNOT.

The adjourned hearing of the charges against Sir George Arbutnott, senior partner of the shipping firm of Arbutnott & Co., in connexion with certain financial transactions before its suspension, was resumed at Madras on May 31st. At the previous sitting of the Court the prosecutor, in dealing with the second charge in the indictment, stated that telegrams which were filed from Messrs. Arbutnott to Messrs. Macduffey in the month of July and October showed the state of anxiety of the part of the former in regard to the firm's financial position.

These telegrams were now produced and read. They advised heavy withdrawals in October, and stated that it was impossible to continue the bank's operations. Sir George Arbutnott's solicitor objected to the admission of the telegrams, and the prosecutor explained that his reason for producing them was to show the importance of every sum of money to the bank at that period, and that, therefore, the Equitable Society's money, with Messrs. Arbutnott's, was being used by the latter for their own purposes.

The Captain, after consultation with his officers, and seeing that we were without firearms, decided to put into San Diego, the nearest port of assistance. We there secured the services of twenty men mostly navy reserves under an officer from the Mexican gunboat *Democrito* were placed on board besides the guards from San Diego.

The Chinese wanted to go ashore and wanted a new contract as well. After eight days' quarantine, half of the Russians were landed for fumigation, and the day after the remaining Russians and about 300 Chinese were landed, and the following day the remaining Chinese with the exception of the sick ones were all landed. When the Chinese were all landed, the officers and engineers were at liberty to go ashore, and the guards were allowed to stay in an hotel till their claims were paid.

We went ashore the same day as the guards, and went for a car ride with them and dined at the same hotel, and visited the Plaza and the railway depot and some of the stores. The Hotel prices are very moderate, but the prices of some things in the market takes your breath away. Fancy one dollar for a water melon or five cents for two tins apricots or fifty cents for a small basket of strawberries which you can get in Shanghai for ten cents.

We saw on the following day a bull fight, and listened to the band on the plaza and enjoyed ice cream there after dinner. San Diego and other American papers published exaggerated accounts of the riot on board.

## GYMKHANA.

The entries for Saturday's Gymkhana are as follows:-

1-4 p.m.—ONE MILE FLAT RACE—HANDICAP.—For Subscription Griffins etc this season 1906-07. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by C. H. Ross, Esq. 2nd Prize: \$25. (Entrance fees to go to winner.)

1—Mr. Darin's g. Dreadnaught, 10st 12lb  
2—Mr. Dryasdust's b. Grey Tick, 10st 7lb  
3—B. E. M. F. H. May's g. Highland Heather, 10st 5lb

4—Mr. Medico's ch. Nigel, 11st 6lb  
5—Dr. J. W. Noble's b. Savvy, 10st 12lb

2-4.20 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China Ponies. Catch weights at 10 st. 6 lb. Winners of a open race or open Griffins race 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning 2 lb. to be deducted next time he starts. Penalties accumulating up to 15 lb. Entrance fee \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

1—Mr. Dryasdust's ch. Coxcomb, 11st 12lb  
2—Mr. Kydrieck's w. Manchurian Club, 10st 6lb

3—Mr. Greedy Master's b. Blue Nile, 11st 8lb  
4-4.30 p.m.—LADIES' NOMINATION—EGG AND SPOON RACE.—Each lady will be provided with a spoon; at the word go Lady will throw spoon to the gentleman nominated by her who will be standing dismounted a short distance away. Gentleman to mount and gallop to a basket in which a number of eggs will be placed, dismount and obtain an egg, mount with egg and spoon and return to lady carrying egg in spoon, hand egg and spoon to lady who will run carrying egg in spoon to a post about 10 yards away. First lady past post with egg intact properly carried in spoon to win. Gentlemen must not touch egg with any part of hand after mounting. Lady must not touch egg with any part of hand. Open to members of both services as well as to members of the Gymkhana Club. Baskets to be provided by the Club. Prizes to be accepted.

4-5 p.m.—HURDLE RACE.—For China Ponies. Distance about One Mile and a Quarter. Catch Weights 10 st. 8 lb. Winner of Hurdle Race at last Gymkhana 5 lb. extra. Entrance fee \$5. 1st Prize: A Cup presented by His Excellency Mr. F. H. May. 2nd Prize: \$25. (Entrance fees to go to winner.) Post Entries. No races unless four starters.

1—Mr. G. K. Hall Brutton's b. Sangrene, 10st 8lb  
2—Mr. Roland's b. Beaufort, 1st 13lb  
3—Do. b. Minnoch, 1st 8lb  
4—Mr. C. H. Ross' g. Bee, 10st 8lb  
5-5.15 p.m.—TEN-PIN PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadbroom, C.B. For China Ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at previous Gymkhana this season to count marks scored by them at this meeting towards aggregate only. Mementoes presented at this meeting to be taken by riders who presented to the 1st and 2nd at each meeting Post Entries.

1—Mr. G. W. Clarke  
2—Mr. W. S. Dunree  
3—Mr. R. F. C. Master  
4—Mr. C. H. Ross

5-5.45 p.m.—WELTER RACE.—About 3 Furlongs. For all China Ponies. Catch weights over 13 stone. Riders and ponies in the regular racing events at this Meeting to be barred. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrances fee \$5. 1st Prize: A Cup presented by Paterson, Esq. 2nd Prize: \$25. Post Entries.

1—Mr. H. Logan's b. Paisley's Pride, 1st 8lb  
2—Commander Magendie's g. Polar Star, 1st 8lb  
3—Mr. W. S. Dunree

4—Mr. R. F. C. Master

5-6.45 p.m.—WELTER RACE.—About 3 Furlongs. For all China Ponies. Catch weights over 13 stone. Riders and ponies in the regular racing events at this Meeting to be barred. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrances fee \$5. 1st Prize: A Cup presented by Paterson, Esq. 2nd Prize: \$25. Post Entries.

1—Mr. C. H. Ross' b. Zepher, 13st 0lb  
2—Mr. C. H. Ross' b. Minnoch, 1st 8lb  
3—Mr. C. W. Shado's b. Zepher, 13st 0lb  
4—Mr. T. C. Vernon's d. Quickand, 13st 0lb  
5—Mr. H. Jiffenbach's g. Emerald King, 1st 8lb  
6—Mr. H. Jiffenbach's b. Dublin, 13st 0lb  
7-6.15 p.m.—ONE MILE AND A QUARTER FLAT RACE—HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by J. R. M. Smith, Esq. 2nd Prize: \$25. (Entrance fees to go to winner.)

1—Mr. C. Paul Chater's b. Rust, 10st 4lb  
2—Mr. W. F. Clarke's b. Crisis, 1st 6lb  
3—Mr. Darin's g. Dreadnaught, 1st 8lb  
4—Mr. Dryasdust's b. Grey Tick, 10st 2lb  
5—Do. or. Coxcomb, 1st 9lb  
6—Messrs. T. F. Hough & R. Shewan's g. Pride of Cadzow 1st 11lb  
7—H. E. M. F. H. May's g. Highland Heather, 1st 4lbs

8—Mr. Medico's b. Nigel, 10st 13lb  
9—Mr. Morley's b. Southdown, 10st 0lb  
10—Mr. Olsson's b. Robin Hood (late As Usual), 10st 0lb  
11—Mr. Robson's b. Beaufort, 10st 4lb

## A VACATION TRIP TO CHINA.

## FIFTY NEW YORK CHINESE HOMeward BOUND.

An American paper provides the following: Chinatown was astir recently over the departure of fifty New York colonists, mostly merchants, for a vacation trip to China. All the party are armed with papers from the State Department at Washington insuring their admittance to this country upon their return. So lightly are these papers prepared that Uncle Fong Lee, the best known native史诗 of the quarter, has been taken aback to guard them. He had them carefully packed in a sealed tin box.

Hardly had the sun come up when busy hands began swathing Doyers, Pell and Mott streets with dragon pennants and banners of red, black and other colours. In the morning business clothes were in order, but after 2 o'clock in the afternoon anybody that amounted to anything donned his glad rags. Even Mock Duck east aside his new American cutaway and scrambled back into his old purple green robes, with a thick skull cap surmounted by a red fuzzy ball.

W. Dobson, editor-in-chief of the *Chinese Weekly Reform News*, put an extra on the street shortly after noon. It told all about the expedition, and each member of the party took half dozen copies to Chinatown, this will be a clean best of about two months on the Hongkong papers, says a New York journal. Shortly after 5 o'clock forty coaches, the handsomest that could be procured, lined up in front of Hing Fong Lee's photograph store at 13 Bell Street.

The Chinese band struck up a tune that sounded like a Norfolk street antique hammered brass shop on a busy morning. After a while all hands fell to singing in a high screeching key.

Headed by a delegation of the Hip Sing and On Loeng Tong, for once at peace, Queong Yung Shing, the richest man in Chinatown, led the way to the carriages. This was the signal for the daylight fireworks to open up. It might be said here that the real Chinese firecrackers are small in size, but when it comes to making a racket they are in a class by themselves. They were bomb charuses and skyrocket darts.

Qiong Yung Shing sat alone in state in the first carriage, a handsome vehicle drawn by two white horses. Four men sat in each of the other thirty-one coaches, the next three of which contained the Chinese band. On the back seat beside the driver sat the men to throw bits of coloured paper devils. But these devils were not like those used at funerals, because while being of a different colour they were jocular in character. They were bomb charuses and skyrocket darts.

After this first outburst of cannonade farewell voices and orchestra noises, the procession started up the Bowery for the Grand Central Station. Attached to the New York express leaving at 8 o'clock for Chicago was a special car into which the baggage had been loaded earlier in the day. The party will stop at the Windy City for a few hours and be entertained by their countrymen there. There will also be doings several days later when the New Yorkers arrive at Vancouver.

A large delegation will accompany them to the steamer "Empress of China" of the Canadian Pacific Line, which sails on the morning of May 13th. On this steamship will be the body of Lee Pow Wong, the editor of the *Chinese Herald* in New York, who died May 1st. Friends in the party will take the corpse to his widow. The party will stay in China just long enough so that they may arrive at Vancouver before a year from the time their passes were issued. For if they do not the authorities will not allow them to come into the country again.

"We used think Molica good work make money," said Wong Lee On, a grocery merchant of Mott street, who is going to take a bride in China and bring her back. "Now after we here some time we say it damn good place live. Sure we come back all."

## ANTI-JAPANESE RIOTS.

## ANOTHER WEIRD STORY ABOUT THE WICKEDNESS OF SAN FRANCISCO.

A San Francisco paper has the following cunning plan:

It is called from London that "the Japanese do not attach much importance to the anti-Japanese riots in San Francisco. The outbreaks are attributed solely to the jealousy of American restaurant keepers at successful Japanese competition." This dispatch, telegraphed over the world, assumes without discussion that there have been no anti-Japanese riots in this city. There have been no such riots. A few days ago a band of south-side hoodlums varied the monotony of their attacks on street cars run by Americans by smashing, upon some, fancied provocation, the windows of a Japanese restaurant, and while they were at it went across the street and

## NOTICE.

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Advertisements and Subscriptions which are not delivered for a fixed period will be continued until unclaimed.

Telegraphic Address: PRESS, Codes: A.R.C., 6th Ed.  
Lester's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

WE HEREBY beg to GIVE NOTICE that we have This Day taken over the entire Stock in Trade of the Business of Mr. T. E. P. SPYROPOULOS, and from date we will not be responsible for any debts contracted by the above Gentleman.

JEANOU & PATTARA,  
9, Bercessfield Arcade.

I beg to GIVE NOTICE that I have Sold my Business to MESSRS. JEANOU & PATTARA from the 1st July, 1907, and have severed all connections with Firm.

T. E. P. SPYROPOULOS.  
Hongkong, 1st July, 1907. 1170

## TO LET.

(WITH IMMEDIATE POSSESSION)  
THE Premises No. 5 PEDDER'S HILL, Ground Floor, 5, Moderate Rent.  
Apply to the Proprietor.  
Hongkong, 4th July, 1907. 1171

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship  
"HAICHING."

Captain A. E. Hodgins, will be despatched for the shore Ports on SATURDAY, the 6th inst., at NOON.

For Freight of Passage, apply to

DOUGLAS, LAPRAK & CO., General Managers.  
Hongkong, 3rd July, 1907. 1169

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at TIMB, PORT DARWIN, an QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND TASMANIA, &c.

THE Steamship  
"EMPIRE," Captain Holmes, will be despatched as above on SATURDAY, the 27th July, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company having been fitted in this manner, apply to

GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 4th July, 1907. 1172

## HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under—

On THURSDAY, the 4th July.—

From Lower Belcher, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M. and finishing at 10.30 A.M.

On FRIDAY, the 5th July.—

From Lower Redoubt, in an Easterly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M. and finishing at 12 NOON.

If the weather is unfavourable on any of the above dates, practice will take place of the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.  
Hongkong, 29th June, 1907. 1139

## THEATRE ROYAL CITY HALL.

FOR TWO NIGHTS ONLY.

FIRST APPEARANCE THIS YEAR OF THE

## NEW BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Under the Direction of MAURICE E. BANDMANN.

For the First Time in Hongkong—

THURSDAY, July 11,

"THE DAIRYMAIDS."

FRIDAY, July 12,

"THE BELLE OF MAYFAIR."

NEW PLAYS; NEW SCENERY; NEW SONGS; NEW COMPANY; NEW EVERYTHING.

The Company this year is Travelling with its own Orchestra.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at S. MOUTRIE & CO., LTD.

Commence at 9 P.M. sharp.

Hongkong, 2nd July, 1907. 1161

## INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, 6th July 1907, commencing at 4.00 P.M.

The Charge of Admission will be \$10 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 3, 4, 5 and 6.

REGINALD F. C. MASTER,  
Hon. Secretary and Treasurer.  
Hongkong, 3rd July, 1907. 1166

COGNAC.

MESSRS. JEEJEEBHIOY & CO., 25, Hollywood Road, beg to inform their Customers and the General Public that they now have on Sale the following brands of COGNAC which are patronised by connoisseurs throughout Indo-China:

BOUILLIER, G. BRAND & CO.'S \$25.00.

FELIX TILLI & CO.'S 14.50.

GEORGES ROZEAU & CO.'S 14.50.

Hongkong, 1st July, 1907. 1152

## WANTED.

A POST as Clerk, Teacher, or Interpreter possessing a working knowledge of the Chinese language both written and spoken (Cantonese dialect).

Apply by letter to— Box 612,

"Daily Press" Office.  
Hongkong, 3rd July, 1907. 1157

BRITISH STEAMER "NETHERTON"

BY ORDER OF THE UNDERWRITERS, the Underwriters are prepared to receive Tenders for the Purchase of the abo. Steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & CO., Linley Agents.  
Hongkong, 19th June, 1907. 1184

KUNG YICK GODOWNS.

NOTICE IS HEREBY GIVEN that the Gatoons, Nos. 171 to 178, SHAK TON, Tsim, Praya West, or (M. Lit Nos. 204 to 205), formerly known as the Po On Godowns, — the lease for which having expired have been taken possession of by Mr. MADAM "and T. the name of" the KUNG YICK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notices that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YICK GODOWNS.

The KUNG YICK GODOWNS Agents, "h. SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD."

YU YUK CHI, Managing Director.  
Hongkong, 3rd July, 1907. 1167

CANTON CHINA.

1.—THE CANTON RIVER BRIDGE COMPANY, LIMITED, invite Sealed Tenders for the Construction and Provision, complete in time, of ONE CANTILEVER AND GIRDER BRIDGE, in the Front Reach, Canton, on a site about 740 feet to the West of the Dutchy-Fort.

2.—The Bridge is for the purpose of connecting the city of Canton with the suburb of Honam, and will be of the following leading measurements:

Total length, between Abutments 1,102 ft.

Central Span ..... 420 "

One Span ..... 152 "

Two Spans ..... 150 " each

Do. ..... 15 "

Clear Height to underside of Central Span above High Water Level ..... 75 "

Width inside handrailing ..... 36 "

3.—The general conditions, specifications, drawings, form of Tender and all other information may be obtained at the Offices of MR. WILLIAM DANBY, M. INST. C.E., Hongkong and Canton, or at the following Agencies of the Chartered Bank of India, Australia and China, viz.: London, Paris, Hamburg or New York.

4.—A Charge of \$250.00 (Mex.) will be made for the Specification and set of Drawings, which will be returned to the Contractor upon the receipt of a bona fide Tender.

5.—Sealed Tenders to be sent to the Hongkong Office of the Company, No. 7, Queen's Road Central and addressed to Mr. LAU CHIN TING (Chairman), not later than Noon on the 19th of October next, endorsed "TENDER FOR BRIDGE, Canton."

6.—The Directors do not bind themselves to accept the lowest or any tender, or to refund any expenses incurred in tendering.

By Order

LAU CHIN TING, Chairman.

Hongkong, 3rd July, 1907. 1168

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed:

That it is desirable to capitalise the sum of \$90,000, being part of the undivided profits of the Company standing to the credit of the Company's reserve fund, and accordingly that the same be distributed as a bonus amongst the shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively, and that the General Manager be, and they are hereby authorised to distribute among the shareholders the 200,000 unused shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 13th July to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN TOMES & CO., General Managers.  
Hongkong, 1st July, 1907. 1153

A. LING & CO., FURNITURE STORE,

PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOCHEW LAQUERED WARE.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. 778

INTIMATIONS

## TO LET

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to— JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1161

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—

IN WANCHAN ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 400 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to— Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

TO LET.

IMMEDIATE POSSESSION.

N. 2, HOLLYWOOD ROAD, and N. 31, POTTINGER STREET.

Apply to— ARRATOON V. APCAR & CO., LTD.  
Hongkong, 2nd March, 1907. 491

TO LET.

"STONIEVED" 35, Robinson Road.

Nos. 52, 57 and 59, CAINE ROAD.

Nos. 23, 28 and 33, SEYMORE ROAD.

New House in KENNEDY ROAD, near Wan Chai.

Apply to— SAM WANG CO., LTD.

81, Queen's Road Central.

Hongkong, 13th November, 1906. 1103

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

GREENCROFT, GARDEN ROAD.

Kowloon, Recdecorated, Electric Light, Tennis Court.

No. 1, FAIRVIEW, ROBINSON ROAD.

Kowloon.

Apply to— LEIGH & ORANGE,

1, Des Voeux Road.

Hongkong, 3rd May, 1907. 94

TO LET.

FROM 1ST JULY.

LARGE AND SPACIOUS GODOWNS.

Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST.

Admirably situated in the location of the Appearances.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.





**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

| FOR                           | STEAMERS                      | TO SAIL          | REMARKS                 |
|-------------------------------|-------------------------------|------------------|-------------------------|
| SHANGHAI, MOJI, KOBE, SIMLA   | SHANGHAI, MOJI, KOBE, SIMLA   | About 5th July.  | Freight and Passage.    |
| and YOKOHAMA                  | Capt. G. D. Goldsmith, R.N.R. |                  |                         |
| SHANGHAI                      | DELHI                         | About 16th July. | Freight and Passage.    |
| LONDON                        | CHINA                         | Noon, 13th July. | See Special<br>of Call. |
| MARSEILLES, LONDON, and SYRIA | Capt. E. Street.              | About 17th July. | Advertisement.          |
| ANTWERP                       | Capt. D. C. Gregor, R.N.R.    | About 17th July. | Passage.                |

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th July, 1907.

**CHINA NAVIGATION CO.,  
LIMITED.**

| FOR  | STEAMERS                       | TO SAIL               |
|--|--------------------------------|-----------------------|
| NINGPO and SHANGHAI  | + "LIANGCHOW"                  | On 4th July, 4 p.m.   |
| SWATOW, CHEFOO and TIENTSIN  | + "KWELIANG"                   | On 5th July, 4 p.m.   |
| NINGPO, TSINGTAO & NEWCHWANG   | "HUEPEI"                       | On 6th July, Daylight |
| HOHOH and HAIPHONG   | + "SHAOHSING"                  | On 6th July, 4 p.m.   |
| SWATOW and SHANGHAI  | "TEAN"                         | On 9th July, 4 p.m.   |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE   | + "CHIANGSHA"                  | On 10th July, 4 p.m.  |
| YOKOHAMA and KOBE  | "CHINGTU"                      | On 11th July, 4 p.m.  |
| CEBU and ILOILO  | "KAIPONG"                      | On 13th July, 4 p.m.  |
| * The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. |                                |                       |
| * Taking Cargo on through Bills of lading to all Yangtze and Northern China Ports.   |                                |                       |
| I Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.  |                                |                       |
| REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.   | BUTTERFIELD & SWIRE,<br>AGENTS | 11                    |

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS

Hongkong, 4th July, 1907.

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

THE CO'S S.S.

LEAVING

TAMSUI VIA SWATOW AND AMOY

{ "MASAN MARU" Capt. I. SAKURAI } SUNDAY, 7th July, at 9 A.M.

APING VIA SWATOW AND AMOY

{ "FUKUSHU MARU" Capt. T. Ito } WED'DAY, 10th July, at 8 A.M.

+ SHANGHAI VIA SWATOW, { "SHOSHU MARU" Capt. M. NEMOTO } THURSDAY, 18th July, AMOY and FOOCHEE.

These Steamers have excellent accommodation for First and Second Class Passengers, and we fit them throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th July, 1907.

T. ARIMA, Manager. 14

**CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel, 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). Tons LEAVE HONGKONG ARRIVE VANCOUVER

"EMPERESS OF CHINA" 6,000 " THURSDAY, 4th July ... 22nd July

"ATHENIAN" 3,882 " WEDNESDAY, 17th July ... 10th August

"EMPERESS OF INDIA" 6,000 " THURSDAY, 1st Aug ... 19th August

"MONTEAGLE" 6,163 " WEDNESDAY, 14th Aug ... 7th Sept.

"EMPERESS OF JAPAN" 6,000 " THURSDAY, 29th Aug ... 16th Sept.

"TARTAR" 4,425 " WEDNESDAY, 11th Sept ... 5th Oct.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VICTORIA with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALatial "EMPERESS" Steamships, 2,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 293 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence \$60; via New York \$62.

" and 1st Class Railways ... \$40, " " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D.W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Frazer opposite Blake Pier.

6

NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL LINES.

| FOR   | STEAMERS               | TO SAIL                       |
|---|------------------------|-------------------------------|
| MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE | "MANILA" Capt. MENSSON | Thursday, 18th July, at NOON. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th July, 1907.

**SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.**

CABLE ADDRESS—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coal Agents—HALL BLYTH &amp; CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMIRIL, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS. [2200]

Hongkong, 1st December, 1906.

SHIPPING IN PORT.

STEAMERS.

AMARA, British str. 1,655, C. J. Mattock, 30th June—Saigon 26th June, Rice—Jardine, Matheson &amp; Co.

AMIGO, German str. 771, Baltzer, 27th June—Heichou 25th June, General—Jelzen &amp; Co.

AMOY, German str. 663, B. Plambeck, 1st July—Kin Hon 25th June, General—Sander, Wieler &amp; Co.

ANTHOCUS, British str. 5,736, G. D. Kepp, 1st July—Liverpool 25th May, General—Butterfield &amp; Swire.

BOURBON, French str. 997, Le Bou, 27th June—Saigon 27th June, General—Chinese.

CATHERINE AFAR, British str. 17,30, L. D. A. Thomas, 1st July—Singapore 25th June, General—David Casson &amp; Co.

DAUNY, Norwegian str. 885, O. Abramson, 30th June—Palay 23rd June, Beans—Aagaard, Thoresen &amp; Co.

DEVAWONGSE, German str. 1,057, T. V. Brum, 1st July—Bangkok and Swatow 30th June, Rice and Meal—N. D. L.

EMPERESS OF CHINA, British str. 3,046, R. Archibald, R.N.R., 2nd June—Vancouver, B.C., 14th May, Mails and General—C. P. R. Co.

EMPERESS OF INDIA, British str. 3,032, E. Booth, 30th June—Vancouver 11th June, Flour and General—C.P.R. &amp; Co.

FAUCHON, British str. 1,410, H. E. Malkin, 27th June—Macti 24th June, General—Jardine, Matheson &amp; Co.

FOOCHOW, British str. 1,228, W. Miller, 30th June—Moj 24th June, Coal—Butterfield &amp; Swire.

GLENKEE, British str. 2,274, Rafferty, 28th June—Moj 22nd June, Coals—Mitsui Bussan Kaisha.

HANGSONG, British str. 1,356, S. Wilde, 30th June—Shanghai 27th June, General—Jardine, Matheson &amp; Co.

IRISH MONARCH, British str. 4,060, 27th June—Kutching 25th June, Coal—Mitsui Bussan Kaisha.

KATHERINE PARK, British str. 4,060, 27th June—Kobe 21st June, General—Toyo Kisei Kaisha.

KENKON MARU, Japanese str. 1,361, K. Asai, 19th June—Saigon 24th June, Rice—Dowell &amp; Co.

KISAGATA MARU, Japanese str. 1,471, K. Yoshikawa, 27th June—Saigon 22nd June, Bag and Rice—Dowell &amp; Co.

KUEICHOW, British str. 1,215, Hooper, 29th June—Tientsin, Chefoo and Weihaiwei 24th, 25th and 26th June, General—Butterfield &amp; Swire.

KWANGLI, Chinese str. 1,478, R. Lincoln, 29th June—Shanghai 29th June, General—Chinese.

KWUYANG, British str. 1,044, Dowson, 28th June—Shanghai 24th June, General—Butterfield &amp; Swire.

LAETES, British str. 1,349, J. Jackson, 24th June—Saigon 20th June, Rice—Chinese.

LIANGCHOW, British str. 1,390, Harder, 28th June—Hongkong 26th June, Coal—Butterfield &amp; Swire.

MAUSANG, British str. 1,641, R. Houghton, 29th June—Sandakan 24th June, General—Jardine, Matheson &amp; Co.

MERAPI, Dutch str. 4,520, Uldall, 26th June—Java and Singapore 20th June, Sugar—Chinese.

MERCEDES British transport, 3,000 McGregor, 25th June—Weihaiwei—Admiralty.

NAMSANG, British str. 4,035, P. H. Rolfe, 23rd June—Calcutta and Singapore 17th June, General—Jardine, Matheson &amp; Co.

NIKKAI MARU, Japanese str. 1,144, W. Nakagawa, 1st July—Hongkong 28th June, Coal—A Bure.

NIPPON MARU, Japanese str. 3,442, W. E. Filmer, 2nd July—San Francisco 31st May, Mails and General—Toyo Kisei Kaisha.

NISSIN MARU, Japanese str. 2,725, S. Natsume, 25th June—Saigon 22nd June, Rice—Dowell &amp; Co.

PITCHAHURI, German str. 1,376, Wolff, 30th June—Bangkok 21st June, Rice and Tin—Boehm, German—Russian.

PONTONG, German str. 998, W. Befelthar, 28th June—Bangkok 21st June, Wood and Rice—Butterfield &amp; Swire.

PROGRESS, German str. 687, H. Pahlen, 13th June—Iloilo 9th June, Sugar—Siemens &amp; Co.

PROGRESS, Norwegian str. 1,671, The Stjerning, 17th June—Samara 8th June, General—Orde.

PROMETHEUS, British str. 3,533, G. Moir, 29th June—Funchow 16th June, General—Butterfield &amp; Swire.

QUARTA, German str. 1,145, H. Madren, 30th June—Saigon 26th June, Rice and General—Chinese.

RIOU MARU, Japanese str. 4,890, G. S. Laprik, 23rd June—Shanghai 25th June, General—Nippon Yusen Kaisha.

SKRUMSTAD, Norwegian str. 860, A. Hanssen, 27th June—Tourane 24th June, General—Aagaard, Thoresen &amp; Co.

TRIUMPH, German str. 679, Bendixen, 1st July—Haiphong 28th June, General—Johann &amp; Co.

VIENNA, British str. 2,863, J. Jones, 24th June—New York 17th April, Kerosene—Standard Oil Co.

YATSIH, British str. 1,426, M. Courtney, 24th June—Wakamatsu 19th June, Coal—Jardine, Math

